# SUMMER LEISURE.

CHARMS OF A ROCK-BOUND COAST. THE EARLY SEITLERS OF GLOUCESTER-NATURAL CURIOSITIES-THE ROCKING BOULDERS AND THE REEF OF NORMAN'S WOE-OTHER SUMMER RE-

SORTS IN THE VICINITY. FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.1
GLOUCESTER, Mass., July 11.—A more dainty bit of wild and picturesque scenery than is to be found in this portion of the north shore of Massachusetts Bay does not exist between Mount Desert and Newport. Some of your readers may remember in "Oldport Days," Colonel Higginson's description of it. When the mercury last month marked 93° in New-York, in this favored spot of rocks and roses it stood at 75°, with a refreshing sea breeze from the southwest blowing directly over the ocean, which was in striking contrast to the sultry air of the almost scorching town we left behind us. The pure and cool atmosphere is to a long pent up city man a cordial of almost incredible virtue. That ancient worthy, Thomas Fuller, well understood its value when he wrote some hundreds of years ago, "Chiefly choose a wholesome air, for air is a dish one feeds on every minute and therefore it needs be

The first European to set foot on the soil of Cape Ann was Samuel de Champlain, who was here nine years before the famous Englishman Captain John Smith saw the "fair headland Tragaligzanda," he so named in honor of his kind and beautiful Turkish friend, and which soon exchanged that for the name it now bears. A fac simile of a map made by the French discoverer in 1606, lying before me, is the first known map of Gloucester Harbor, to which he gives the appropriate name Le Beau Port. On this same quaint and curious map, the "Three Turks' Heads" islands, so called by Smith to commemorate an exploit by which three Turkish champions were successively slain by him in personal combat, are correctly laid down. They are now known as Thackers, Salt and Straitsmouth islands. There is no certainty as to when the first permanent settlement of Cape Ann was begun, but probably about 1633. Nine years later the settlement was incorporated by the General Court as a plantation under the name of Gloucester-the name offthe English cathedral city, from which most of the first settlers came. A church was organized under the Rev. Richard Blymman. probably in 1643. John Emerson, who was graduated at Harvard, in 1656, the third minister, was paid, it is on record, "60 pounds per annum in Indian corn, peas, barley, fish, mackerel, beef or perk." The historical portion of this communication may be concluded with the statement that Gloucester was incorporated as a city seven years age, and that its population by the State census of 1875 was 16,754.

Gloucester is a presperous seaport, unlike Salem and other rather melancholy New-England coast towns-superanuated centres of foreign traffic whose trade has been swept away " to swell needlessly and imperceptibly the mighty flood of commerce at New-York or Boston." Its prosperity began by its becoming, something more than a century ago, a fishing port; now it is the most extensive in the country, if not in the world, having in round numbers some 500 vessels with an aggregate tonnage of 30,000, and employing 5,000 men, among whom are representatives of Swedish, Spanish, South American Portuguese, and almost all other nationalities. The weight of codfish and halibut alone caught during the first six months of the present year amounts to only a trifle under 28,000,000

While the fishery business of Gloucester results from its geographical position, another branch of industry has grown out of its geological structure. The Cape Ann quarries have furnished great quantities of granite to the principal navy-yards, for the erection of light-houses, and other public works of the Government. Much of the granite is also sed in the construction of business buildings in Boston and elsewhere in New-England.

It is not only from a ntilitarian point of view that the granite rocks of Gioucester possess an interest. They afford several natural curiosities, such as Rafe's Crack and the rocking stones or boulders weighing from sixty to several hundred tons. The one must worthy of notice is that near Bass Rocks. It is situated at the end of a large and high ledge jutting out into the sea, and lies in such juxtaposition to the main rock as to fill very recently) strike it at every oscillation. It had a rocking motion of one or perhaps two inches, its vibrations being brought about by the waters dashing fiercely in causing its consequents. against it, causing it to exhibit a constant tremu-lous motion, and affording an interesting illustration of hydro-dynamic power. The present owner of the Bass Rocks believes that stones have accidentthe Bass Rocks believes that stones may accuse ally failen into the fissure, thereby preventing this rock of at least 500 tons weight from moving as herotofore. It derives additional interest from having been visited by Cotton Mather, who, it must be admitted, gives a frightfully exaggerated account of the motion of the rock. Writing in 1724, he says: "There stands on the Shore there, between Low and High Water Mark, a Rock upon a Rock, where it would require many Teams of Oxen to draw it from its Basis. The Rock is about 19 or 20 foot leng, about 9 or 10 foot wide, but Sidewise that it faces the Sea. But when a Storm arises, and the Sea heats tempestuously upon this Rock, the spectators have a sight that a Little Surprises them. They see the Bock, notwithstanding the vast Bulk and Weight of it, move backward and forward three or four feet, and in less than a minute or two, perform its motion with Continual Repetitions. The Rock whereon it stands is worn into a most Regular Smoothness as far as this motion extends, and a Rock on which ye Back of it is, is also thereby worn considerably." into the fissure, thereby preventing this

considerably."

Rafe's crack or chasm, near the Reef of Norman's
Woe, celebrated in Longfellow's pathetic lines, is a
channel cut into the solid rock, nearly sixty feet in
depth, some two handred in length, and of irregular depth, some two hands with twelve feet. Its length forms a right angle with the shore. During a storm the sea rushes through the channel with tremendous

the sea rushes through the channel with tremendous force, striking against its sides with the sound of thunder, and spouting upward in torrents of water and milk white soray.

Norman's Woe is an inland rock a short distance from the high cliffs of the mainland. It was here, tradition says, that the schooner Hesperus was wrecked near the close of the seventeenth century. The county records show that Richard Norman, about 1680, sailed on a voyage from which he pever returned, and if the tradition is founded upon fact, the tradition of his younge was fact, the tragic termination of his voyage was probably on this reef.

# "Such was the wreck of the Hesperus In the midnight and the snow! Christ save us ail from a death like this, On the reef of Norman's woe."

Not far distant from the scene of the poet's lines Not far distant from the scene of the poet's lines is Magnoin, a Summer resort so named from the darling flower of the South which, curiously enough, grows in superb luxuriance in a neighboring swamp, filling the air with its sweet fragrance. The Magnolia glauca, whose only native place in New-England is in Chebacco swamp, grows to a height of about ten feet, yielding an abundance of beautiful white flowers, which are now to be seen in all their glory. Between Magnoina and Manchester-by-the Sea with its famous "singing beach" celebrated in all the guide books, still stands an old-fashioned frame house, smaller but strongly resembling the rame house, smaller but strongly resembling the clonial mansions of Longiellow and Lowell at ambridge which was for many years the Summer case of the late venerable poet Richard Henry

Bass Rock House, situated on high ground near ood Harbor Beach, and within ten minutes of the loneester Station, is a well-conducted Summer re-ort, in great favor with Whipple, Mrs. Harries rescott Spotlord, and other New-England literary grescott Spotlord, and other New-England literary sights who congregate here and elsewhere in this reck-bound region. For admirable as well as safe surf and still-water bathing. I know of no better place between Portland and Long Branch than Good Harbor Beach. Between it and the shores of the Old World nothing intervenes save the several small, rocky islands already alluded to, which serve as natural break waters against the giant strength of the ocean waves and white-crested breakers beating in with the constantly added impetus of 3,000 miles.

It only remains for me to add, for the information of the Name Yard of those New-Yorkers unfamiliar with the methods of reaching Cape Ann, that the Sound steamers will carry them comfortably to Boston, and from there earry them comfortably to Boston, and from there by the Eastern Rathway they may reach Rockport, Bass Rocks, Magnolia, Manchester-by-the-Sea, and other attractive Summer resorts on the north shore of Massachusetts Bay, in from one to two hours, and that should they happen to select the Bass Rock House for their abiding place, they will meet many agreeable representatives of the best Cana-dian, New-England and New-York society, who are spending the season here.

# FEW VISITORS AT CONEY ISLAND.

When the hotel-keepers at Coney Island woke up resterday morning and looked out of their windows they say dark clouds and failing rain. They grumbled at the weather, but their grumhad no effect upon it. The rain sullen persistency. During the oon the beach was descried. The boats and ters brought few pleasure-seekers; most of them carried

waterproofs and umbrellas and wore the determined air of people who had determined to have a day of pleasure despite the bad weather. As the day advanced and the rain ceased, people ventured out upon the beach. Some even went in bathing. The

few who strolled along the beach sank deep in the sand. The following are some of the arrivals at the hotels:

few who strolled along the beach sank deep in the sand. The following are some of the arrivals at the hotels: Hotel Brighton—Strickland Kneass, Jr. A. DuBarre, James Moore, Strickland Kneass, Jr. A. McCallum, and A. A. Folsom, Boston; W. D. Bisnop, Bridgeport: Mrs. J. Van Syele and Miss Kate Van Syele, Clinton, N. J.; Mrs. P. M. Vincent and J. M. Vincent, Ohio; Jacob Leievre, George Lefevre, and Miss Kitty Lefevre, New-Paltz, N. X.; S. Howell, Highland; B. S. Palmer and wife, Carmel, N. Y. Manhattan Beach Hotel—G. McMurray, Dunmore, Penn.; R. A. McAndrew, Scranton, Penn.; J. C. Palmer and wife, New-York; Mr. and Mrs. E. C. Granes, Mr. and Mrs. J. W. Cutnings, F. N. Graves and John C. Paige, Boston; Mr. and Mrs. H. B. Buckner, Nastrille, Tenu.; William Lowther and wife, New-York; Mrs. H. B. Demarces, Newport, Penn.; Philip S. Miller, New-York; J. T. Blair and A. B. Stale, Pennsylvania; W. H. H. Robinson and wife, New-York; Edward P. Crezer, Jr., Upland, Penn.; W. K. Cramp and wife, Pailadelphia; Thompson Derre, Wilkesbarre, Penn. Oriental Hotel—George J. Seabury, New-York; Mr. and Mrs. S. B. Wellington, Corning, N. Y.; P. Cunninghan, Middlebury, Vt.; Robert Young and wife, Philadelphia; L. J. Derwin, New-York; Benson Van Videt and daughter, Poughkeepsie; the Rev. Haslott McKim and wife, Newburg, N. Y.; D. Heyward, Charleston, S. C.; Mrs. William B. Hart and William B. Hart, Jr., Philadelphia; N. D. Bangs, C. F. Flaning, F. M. Miller, New-York.

#### AMUSEMENTS AT SARATOGA. CONCERTS, HOPS AND OTHER ENTERTAINMENTS-

THE LATE ARRIVALS. [BY TELEGRAPH TO THE TRIBUNE! SARATOGA, July 20 .- The principal feature in the list of entertainments this evening was Remenyi's concert at Congress Hall. The concert-room contained a critical but appreciative audience. The numbers of the programme were each warmly received, Mrs. Clara D. Stacy and Edmund De Salle sharing with Remenyl in the frequent encores. After the concert many guests of the Congress Hall assembled in the parior of the hotel, and were entertained by Professor Adolph Bernstein and his crehestra in a varied programme of new and popular

Captain Bogardus and his son Eugene will give exhibitions of marksmanship at Moon's, Saratoga Lake, beginning July 26.

The slight fall of rain to-day increased rather than lessened the list of arrivals at the hotels and boarding-The temperature was less than 80° the day through,

and this evening light wraps are in demand. To-morrow night the semi-weekly hop at Congress Hall occurs. It should have taken place last evening, but the locture of Mr. Beecher prevented. The programme nights for hops at Congress Hall are Monday and Friday.

The weekly promenade concert and pyrotechnic exhibition at Congress Spring Park occurs Thursday evening. The park has a senting capacity of 2,400, and these events draw crowds both to the seats and on the promonades. Professor Brown's Boston Brigade Band will entertain with a choice programme.

Hops took place this evening at the Grand Union and United States Hotels. The recipients of cards for the former appeared in full dress. Both affairs were brilliant as to decoration and fashionable personnel. This was the formal opening of the Union's series of entertainments of this character, and the one at the United States closed the third regular one of the

The question to be decided by the Railroad Board of

Return to be decided by the Railroad Board of Arbitration issembled here may be briefly stated as follows: "Shall the Grand Trunk Road be allowed a full share, 20 per cent, of the East-bound freight from Chicago, under the pooling arrangement, or shall it receive but 7 per cent as now accorded it."

Edward Remeny, Paris; Mrs. Clara D. Stacy, Chicago; A. R. Pemberton, St. Louis; J. B. Alexander and wife, Louisville, Ky.; St. John Kimicch and wife, and Miss A. R. Phillins, Charleston, S. C.; the Rev. Dr. C. Holsen and wife, Baltimore, and H. L. Young, Brooklyn, are among the late arrivals at Congress Hall to-day.

J. L. Barker, San Francisco; T. Wilkins and daughter, New York; J. M. Darnas, Cuba; W. G. Weiler, Boston; J. M. Erwin and family, Columbus, and G. C. Sievens, J. H. Weiler, J. H. Burnsted, J. W. Nerton, R. L. Keen, W. R. Tayler and J. S. Davenport and wife are at the Grand Union.

George B. Roberts, Philadelphia, president of the Pennsylvania Railroad; Count de Foncalt and Admiral Tannel, of Paris; C. B. Meeker, New-York, general passenger agent of the New-York Central and Hudson Kailroad; A. J. Fargo, Superintendent of the American Express Company; Affred Ely and family, Rochester; C. W. Feid, Jr., Chester; Alfred Clagett, New-York; and L. P. Farmer, Paliadelphia, general passenger agent Pennsylvania Railroad, are at the United States Holes.

#### NEWPORT NOTES.

NEWPORT, R. I., July 20.-The weather could not be improved for the social and pecuniary in terests of this place. Coplous showers visited Newport

It has been decided to have a formal opening of the Newport season on Monday next.

M. Outrey, the French Minister, will return here in

gation, left here to-day for New-York. He has flushed trian Legation at that place

Mr. Drummond, Mr. Adams, of the English Lega-tion, Mr. Luis Palo de Bernabe, of the Spanish Le-gation, and Captain Arthur, naval attaché of the English Legation, are in town. Other Governments will be represented later to the season.

The Rev. W. I. Magili has resigned the rectorship of the Mission Chapel on the point, which has been supported to a great extent by Summer residents. He goes to Manton, R. I. F. M. Sackett, of Providence, has rented the Buil cot-

tage for the season,
Dr. Shirley C. Carter, of Baltimore, arrived to-day as the guest of Professor T. B. Ferguson, of the United

States Fish Commission.
The Hon. Thomas G. Swann, ex-Governor of Maryand, arrived here to-day as the guest of his son-in-law, John Whipple, of New-York.

John Stater, of Providence, has arrived and rented R. H. Ives's villa on Narragansett-ave, and the Cliffs. Mr. Slater recently married a granddaughter of the late Robert H. Ives, who left Mrs. Slater's mother his entire estate, valued at twenty millions.

Suites of rooms have been engaged at the Ocean for John H. Duff.

John H. Duff.
Major Randolph, U. S. A, is here, the guest of the Hop. Samuel Powel. A grand dinner followed by a ball was given at " Hawthorneden" to-night by Mr. John Jacob Astor, of New-York. The attendance would have been larger had the weather been favorable. At least two hundred invitations were issued, and many of the representative families of the country were represented in the elegant parlors, which were handsomely decorated with flowers. The Hon. Wm. M. Evarts, Secretary of State, Congressman and Mrs. Morton, Colone: Bonaparte and the at taches of the English and French Legislations were

among the guests. The late hotel arrivals are :

among the guests.

The late hotel arrivals are:

Ocean House—Joseph F. Bonfield and wife, Mrs. W. H.
Thompson, L. Sage, A. C. Foster and wife, Chicago; F.
W. Whitman and family, Fred. S. Willson and family,
Baltimore; J. B. Ayer and wife, J. W. Farwell and wife,
R. B. Brigham, C. O. Stearns, Adam Ayer, Boston; E. B.
Parsons and wife, Rochester, N. Y.; J. F. Boyd and wife,
Mrs. Huga Boyd, Brooklyn; E. F. Slattery, New-York;
F. M. Sackott, Providence; Howard Allen and wife,
Cheinnati.

Hotel Agnidacek—George Brown, Barrie, Mass.; H. M.
Olmstrad, Morrislown, N. J.; A. E. Harlow, J. J. Monson, Boston; T. D. Suplee, Philadelphia; O. S. Barnum,
Bethel, J. H. Bartlett, Jr. and family, New-Bedford;
B. F. Miller, the Misses Miller, New-York; William
Barrett, W. A. Potter, J. R. Sayles, E. L. Mumford,
Providence.

Petry House—S. B. Whitney, C. W. Bubier, Joseph
Jacobs and wife, M. Coldins, Fred Taylor, Boston; H.
F. Bishop, Worcester; R. B. Alien, Providence: Miss J.
F. Bishop, Worcester; R. B. Alien, Providence: Miss J.
F. Bishop, Worcester; R. B. Alien, Providence: Miss J.
F. Bishop, Morrison, James Morrison, New-York,
United States Hotel—James H. Barney, W. E. Whitford, H. A. Young, C. J. Clarke, W. O. Emerson, Boston;
Henry Wood, J. C. Van Ness, G. H. Cook, New-York;
H. Hotton and wife, H. Wagner, Boston; F. J. H. Schell,
Kenna, Onto; Miss Mary Oliphant, S. G. Fisher, Pulladeiphia; L. G. Weudell, Newark; B. G. Whiting and
wife, Boston; Harry Bioodgood and family, Providence.

# A RAINY DAY AT LONG BRANCH.

Long Branch, July 20 .- From 5 to 9 o'clock his morning the rain poured down in torrents, giving the streets such a washing as they have not had before n six months. Since 9 o'clock sunshine and rain have alternated at periods of about fifteen minutes, some times both arriving together.

Burglars and sneak thieves are again at work. The house of Dr. T. G. Chuttle was entered last night and a quantity of silverware was stolen. Henry Campbell, a outcher, was also roobed of a horse, and from a grocer, Clay Woolly, a wagon was stolen.

The managers of the reading room, of which Library Hall is an appendage, have engaged Professor G. R. Cromwell to deliver a series of six lectures in the hail White pond lilles grow in abun lance at Sunset Lake. pext week.

Many of the most feshionable ladies here show their Many of the most reasonable mores here snow their good taste by appearing at breakfast with no other ornament than a bunch of these beautiful and fragrant illies, fresh from the water, at their belt. A cavalcade of twelve ladies and gentlemen was our

for a cauter on Ocean-ave, last evening.

The following is a last of the latest arrivals:

Howland Hotel—Mrs. Falconer. Baltimore; J. S. M.

Card, Pitt-burg; J. W. Daniel and wife, Lynenburg, Va.;

Mrs. Soutter. Miss L. Morgan, Thomas Morgan, H. W.

Bruen, H. H. Perkins and wife, Miss S. C. Kerrigan, Miss M. Kerrigan, William Stanton and wife, New-York.

Bruen, H. H. Perkins and wife, Miss S. C. Kerrigan, Miss M. Kerrigan, William Stanton and wife, New-York.

West End Hotel—M. O. Doberty, Miss Doberty, Charles Koop, Brooklyn; D. Rankin, Jr., St. Louis; Thomas Hooper, Baltimore; C. H. Schwab and wife, J. Cohen, J. C. Benedict, Chicago; Mrs. Thomas Moore, Miss Moore, C. Y. Yerkes, R. Edwards, Philadelphis; P. R. Vangoecha, H. B. Fowle, Mrs. Wilson, L. L. D. Barnes and wife, New-York.

United States Hotel.—John H. Robinson, Crucinnati; S. W. Hathaway and wife, St. Louis; Dr. J. C. Halsey, Hon, R. E. Crowloot, Salt Lake City; H. J. Lavender, Omaha; M. Greenback, Texas; C. H. Jacoby and wife, Jacksonville, Fla.; Q. R. Webster and family, Macon, Gs.; the Rev. John A. Laird, Momphis, Tenn; M. H. Franklin and wife, Washington; Joseph Hector and family. Wilmington, Del.; Mrs. General Tracey and daughter, Alabama.

Ocean Hotel.—F. A. Bates and family, Cleveland; W. Goldstein, Mrs. John Newell, Mrs. Kate Goldstein, Rrooklyn; Mrs. J. K. Weaver, H. K. Weaver and wife, Norristown, Penn; Mrs. Wm. Davis, Mrs. R. A. Irons, Freehold; F. L. Kims, Rochester; R. H. Chapman, Mrs. Jas. Kempton, P. Brower, Philadelphia; Andrew G. Myers, Dr. W. T. White, J. M. Cohn, Louis B. Hilbron, A. J. Gates and wife, New-Yow-York.

Mansion House—B. F. Riepeth, Toronto; E. Liberman, New-Orleans; M. Jenkins, Newark; Mass M. E. Satton, Indiana; J. P. Castillion, Mrs. Marks and caliddren, H. Beuthon, J. G. Reid, New-York.

Hotel Brighton—T. B. Woodward, N. Davis, Providence; W. C. Cattell, Enston; O. G. Wallace, Kontucky; E. K. Legg, R. J. Conove, Baltimore; S. S. Donne and wife, Bostoh; B. E. McCafferty, Lizzle Hail, J. H. Craig, Mrs. M. A. McCloskey, O. L. Rhodes, New-York.

Atlantic Hotel—Mrs. Brown, Misses Brown, Patterson, N. J.; the Hon, Joel Paraer, Freehold, N. J.; L. T. Montgomery and wife, R. Vaught, New-York.

#### MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS.

Synopsis for the past 21 hours. WASHINGTON, July 21, 1 a. m .- The barometer is highest in the Northwest, and lowest in New-Rain has been general in the Lower Lake re gion and the Atlantic States; it has fallen occasionally in all the other districts east of the Rocky Mountains, except the Upper Mississippi and Lower Missouri Valleys. Northwesterly winds generally prevail, except along the immediate South Atlantic and Gulf coasts where they are southerly. The temperature has fallen in New-England, the Lower Lake region and the Middle Atlantic States; elsewhere it has remained nearly stationary.

For the Middle Atlantic States, clearing weether, winds mostly westerly, stationary or lower temperature, generally higher barometer.

For New-England, occasional rain, followed by clearing weather, variable winds, mostly southwesterly, stationary or lower temperature, generally higher barometer.

#### TRIBUNE LOCAL OBSERVATIONS. TEM ROURS: Morning.

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Inches	The there	market Long	ar lines :	dwistly evis	ons of the	ne for the 2	4 Innit

TRIBUNE OFFICE, July 21, 1 a. m .- The changes in barometer were slight yesterday. Partly cloudy weather, with occasional showers, was followed during

the last quarter by clearing weather. The temperature ranged between 68° and 77°, the average (723c) being 1120 lower than on the corresponding day last year and lower than on Monday. Partly cloudy and clear weather, with slight changes in temperature, may be expected to-day in this city and signify.

#### TWO MEN AND TWO HORSES KILLED.

As the lightning express train of the New-York New-Haven and Hartford Railroad, which left the Grand Central Depot at 11 a. m. yesterday, was approaching the North-st, crossing, about half a mile proaching the North-st. crossing, about half a mile below the Rye station, two men, Warren Mead and George Mead, in the employ of Henry Hunt, a contractor, living in the town of Harrison, attempted to cross the railroad tracks with a cart drawn by two horses. The engine struck the horses and sent them whirling round in such a manner as to bring the men and the cart in contact with the baguage car, George Mead was killed instantly, and Warren Mead died before the train, on board of which they were placed, reached Kye station. After the train had been stopped the two men were found lying side by side, as were also the two horses. The side of the baggage car which came in collision as were also the two houses. The su of the baggage car which came in collision with the team and men, was covered with blood. From North-st, the railroad trains going in either direction can be readily seen; and the supposition is that the men mengined that they had ample time to cross the tracks before the train should reach

# KILLED, BUT NO ONE BLAMED.

The inquest in the case of Pasquallo Carusco, of No. 203 Mott-st., New-York, who was swept from the gravel train near Pearsall's Station on the Long M. Bludhen, the First Secretary of the Austrian Le- Beach branch of the Long Island Railroad, last week, and killed by the wire rope used in supportgation, left here to day for New York. He has a substitute of the Legation at Washington, and will go ing a derrick, was held at the Morgus in Wilto Copenhagen, where he will be attached to the Austropenhagen, where he will be attached to the Austropenhagen. The jury found that the man came to his death from concussion of the brain, induced by shock. The belief was expressed in the verdict that the derrick was not properly guarded, but the blame was not fixed.

# A RAILROAD UNDER WATER.

Several trains on the Brooklyn, Flatbush and Coney Island Railroad were detained on the way to Brooklyn during the severe storm last evening through fears of a landside in the tunnel under Prospect Hill. On the way from the Beach some of the ears ran through water which rose above the platforms. No accident was reported.

# AN EXECUTORS CARELESSNESS.

In a recent case before Surrogate Garretson, of Queens County, where an executor rendered an account of his proceedings as such executor, his account showed that he had mingled the funds of the estate with his own private funds and had used them in his own business. The estate at the time he took charge of it was assessed at \$25,000, and although he had paid debts and legacies until the amount was reduced to \$12,000, he never made application to have the assessment against the estate reduced, and consequently ment against the estate 162.5cd, and consequently paid taxes on \$25,000 for a number of years, when he only hal \$12,000 of the estate on hand. The Surregate decided that in mingling the funds of the estate with his own funds and using them he had committed a breach of trust and must pay legal interest on the funds of the estates oused by him for him for the time he had used them; and as he had not used the care a prodent man would have exercised with his own property, in not having the sassessment reduced, he must pay out of his private funds the amount of taxes over paid by him.

# BASE-BALL NOTES.

The proposed game between the Cleveland and Worchester Clubs, which was to have taken placat Worcester yesterday was postponed on account of rain.

The Troy Club played with the Chicago Club at Troy on Monday, and won by a score of 12 to 9.

The College base-ball season has come to a close, with

The College base-ball season has come to a close, with Princeton as the nominal champion, but with Yale having the bast playing record.

The Rochesters will play championship games with the Nationals at Springfield, Mass., to-day and Friday, and at Holyoka on Saturday.

Lane, an amateur from New-Haven, will play at centre field, and as change-pitcher for the Albany Club.

At Springfield, Mass., on Monday the Cleveland Club defeated the National Club by a score of 4 to 1.

# ARMY INTELLIGENCE.

WASHINGTON, July 20 .- The Board of Army officers designated to revise the codification of the Army Regulations met in this city to-day and organized, but transacted no business. Generals Meigs, Sackett, Upton and Nickerson were present. The absent members of the Board were General Augur and Colonel Hazen, who are expected to arrive in a day or two. A number of leaves of absence have been granted, and others have been extended. By direction of the Secretary of War, the following

changes in the stations and duties of officers of the Quar-termaster's Department are announced: Major James termaster's Department are announced: Major James J. Dans, quartermaster U. S. A., District of New-Mexico, will report for duty at Nashvills, Tenn., relieving Lieutenant-Colonel James A. Ekin, Deputy Quartermaster-General, of the duties pertaining to the investigation of war chaims for quartermasters' stores. Major J. G. C. Lee, Quartermaster United States Army, has been ordered to report for duty as Chief Quartermaster of the District of New-Mexico.

First-Lleutenant George S. Hoyle, 1st Cavely, has been detailed as Professor of Milletry Science and Tactics at the North Georgia Agricultural College, Dahlonegs, Ga., vice First-Lleutenant Joseph Garrard, 4th Artillery, who will join the patiety.

Lieutenant Joseph Gameral Recruiting Service has the battery intendent General Recruiting Service has been ordered to forward 106 recruits to Eismarck, Dabeen ordered to forward 106 recruits to Eismarck, Dakota Territory, and St. Paul, Minn., for assignment to the 18th Infantry. "Mine poy Hans," said Smigglefritz to a

PRESIDENT BABCOCK AND OTHERS EXAMINED.

New-London, Conn., July 20 .- The Narraensett investigation was resumed at 10 s. m. to-day The first witness was Allen H. Thompson, who testified that he was a pilot by occupation, holding a United States license in that eapacity, and was the pilot of the Narragansett on the night of the collision. "Weleft New-York," the witness said, "at 5:06 p. m.

we did not blow any fog signals until reaching New Haven, as the fog was light and vessels could easily be seen a mile away. We left New-Haven at 10 o'clock, and at 10:20 saw and heard a steamer approaching about three points on our port bow, which we called the Tillie, of New-London She was nearly a mile away when we signted her. From this time it began to thicken, and we blew the fog whistles at intervals not exceeding a minute. The warning, or fog-blast, is about ten seconds in duration, and the single blast about five seconds. With a flood tide, our general time from Stratford to Cornfield is about two hours and forty minutes; there probably yould be from five to reven minutes difference. in our running time between these two points in foggy and clear weather. At 11:20 the captain asked me th time, and I replied that it was about time to meet the boats. We were then blowing our fog signal at intervals of less than one minute. At 11:26 we sighted a bright light about one and a half points on the starboard bow. We gave two blasts and ordered the wheel hard a starboard. I think these blasts were answered. We then gave two more blasts but could not understand the We slowed and stopped. After steaming and stopping we gave two blasts, and rung to back, and hocked on and gave three whistles iwice. The two whistles indicated that we had put the wheel to the starboard and would pass the approaching beat on the right hand. The collision occurred within twenty or thirty seconds after we

sounded the three whistles.
"I don't know whether my belts were heard in the engine-rooms or not," continued the witness. "I gave no beils to go shend before the collision. After the collision the Captain said: \* Let her go ahead wide open and call the mates.' I toen rang the call-bell twice and sent the wheelsman to the engine-room to see what the trouble was. He came back and said he could not get to the engine-room-tion after that an older reported that she was making water. I then sounded the signal for assistance, four blasts, and continued to sound it as long as there was

The wifness then detailed at considerable length the part he took in lowering the boats and saving passeners. His testimony on these points was substantial; the same as that previously given by Captain You the Narraguasett, and his ontire statement appeared to

be committed to memory. In answer to inquiries by the Inspector, the witness

said:

I rang the boil five times before the cellision—four cail beds and a jinzle—and I am positive that I did not at any time before the collision ring the bell to go abend. I have known the gas bruts on the Narraganeset to go out in rough weather, and I have often experienced difficulty on first account in the phot-bruse. The bow watchman reported in lessels that we met that night. The collision occurred at 11:30, as near as I can fix it, and we first sighted the Somington from one minute and a half to a minute and direcquarters before the collision. We were besided north northeast.

Washington A Harborok of Hopoken, testified that

Washington A. Hasbrock, of Hoboken, testified that he was assistant engineer on the Stonington on the night of the collision, and was in bed when the collision of turred. He said :

I got up immediately and went to the engine-room, and examined the bottom of the boat to see if she way making water forward. I found that she was making water forward. I found that she was making water forward. It was half an hour after the collision before the water got to the pumps. At the time of the collision Mr. Smith, the enter-engineer, was in charge of the collision of

WHEELSMAN BALDWIN'S EVIDENCE. Samuel H. Baldwin, of Pawtucket, R. L. the wheel nan on the Narragan sett at the time of the collision stiffed that he was always on duty from dock to dock and took his orders from the pilot in charge. He further said :

The weather on the night of the collision was The weather on the night of the collision was foggy after resching Straiford, and the fog whistle was blown at intervals of about half a ginute. Captain Young was the piot-house after reaching Straiford; it thought he was awake at the time. His window was up the greater part of the time until the Sonlagton was standing at the middle window, which was down all the time. I did not hear the bow watch report any lights. On discovering the Stonington light two short blasts were given, and then the boat was slowed. I don't know what belis were given afterward. The two whistics were blown as verni times, and after that three whistics. The heim as nead surposed on sighting the Stonington's light, and was kept so. The Narragansott stears well. I can put the wheel had over in a minute, and can hod the wheel alone at any time. The captain assisted me at the wheel that night. The collision occurred immediately after the three whistics sounded. After the collision I went out and assisted in lowering the starboard boat aft the wheel. The boat began burning in about ten minutes after the collision. There was one boat left on the deck of the Narragansett.

PRESIDENT BABCOCK'S TESTIMONY.

PRESIDENT BABCOCK'S TESTIMONY. David S. Rabenek, of Brooklyn, testified that he was the president and manager of the Providence and Stontagton Steamship Company. In 1874 he was elected president of the Neptune Line, and in the Spring of 1875 it was consolidated with the Stonington Line. He stated that nearly all the captains and pilots had been in the employ of the line from the beginning. He further

in the employ of the line from the beginning. He further testilied:

Whenever it has been necessary to take on an extra pilot, wheelsman or watchman the appointment has been made at the suggestion of the captain. Up to this scason two pilots have been carried on the boats. The reduction to one was not on account of expense. It was considered that the boats were just as safe with one pilot as with two. The pilot is on duty only eight hours and a half. Captain Young was one of the oldest enpians in the employ of the company, and one of the oldest pilots on the Sound. He was considered perfectly competent to take charge of the steamer. My first information that the Narraganset had been ourned and that there had been a loss of life was derived from Captain Lamphere, of the City of New-York, about 12 o'clock on the day after the collision. On ascartaining that resented passengers were at Pier 33, orders were promptly given to supply thom with necessary clothing. Some of them were sent to hotels. The injured were cared for, and transportation was provided to those who desired it. The damage to the Stonington was \$8,000, including dockage of \$2,000. Some freight was thrown overboard from the Stonington, probably of the value of \$2,500, mostly dry goons and fish. It is difficult to estimate the loss on the Narragansett—probably to make her as good as she was before would cost at least \$150,000, she was considered as worth to the company at least \$250,000. She was rebuilt inst Winter at an expense of \$35,000, principally on the hult. Her bollers were new about a year ago, the third set of boliers she has had. The only complaint ever made as to the gas going out on the Stonington was about a year ago the third set of boliers she has had. The only complaint ever made as to the gas going out on the Stonington was about a year ago last Fall, and this was in a heavy gale, when the course of the steamer was suddenly changed. The Narragansett's freight, which was saved, and ta now in charge of Johneso & Higglins, is probably w Whenever it has been necessary to take on an extra The witness gave it as his opinion that the duties of

the engineers were more onerous than those of the pilots, as the latter were only on during the passage. He continued:

He continued:

The running with one pilot was only a temporary arrangement, and it was intended to have two pilots as soon as the right kind of men could be procured. No one reported to me before the cellisten of the Narragansett that she was short of an engineer. I consider that the duties of the pilots were much easier on the Stonington than on the New-Haven Line. All the requirement of the inspectors as to equipments had been strictly complied with, although they had often been considered The witness gave it as his opinion that the ordinary

life-preservers were of a kind that passengers were apt in excitement or fright, to put on wrong, and were then rendered useless. He believed that the cork jackets were preferable on many accounts. TESTIMONY OF THE STONINGTON'S PILOT

At the opening of the investigation this afternoon Henry S. Sheffield testified that he was pilot on the Stonington, and had been on her eleven years seven as quartermaster and four as pilot. He was her pilot on the night of the collision. The witness was shown and identified the log of the Stonington, which was kept by him. He said :

From Stonington to Cornfield we were blowing a for whistle twice a minute, the blast lasting fifteen seconds

THE CRASH ON THE SOUND.

THIRD DAY OF THE INVESTIGATION.

TESTIMONY OF THE PILOTS, PRESIDENT BARCOCK AND OTHERS—SIGNALS THAT WERE NOT ANSWERED—WINNESSES THAT DISAGREE.

The third day of the official investigation into the collision on the Sound between the steamers Narragansett and Stonington developed some more contradictory testimony. Pilot Thompson, of the Narragansett, said he gave no orders to go shead before the collision, as had been testified by the Chief Engineer. Pilot Sheffield, of the Stonington, said his whistles were not properly answered by the Narragansett; he acknowledged that he had not been blowing the regulation fog or warning whistle. President Babcock testified as to the pecuniary loss to the company. Watchmen and others were on the stand.

THE TESTIMONY.

PILOTS THOMPSON AND SHEFFIELD, ASSISTANT ENGINEER HABBROOK, WHEELSMAN BALDWIN, PRESIDENT BABCOCK AND OTHERS EXAMINED.

A comparison of the galoc that from Stonington to Confield the same running time was made on June 9

A comparison of the log showed that from Stonington to Cornfield the same running time was made on June 9 as on June 11, the date of the collision. The witness said:

as on June 11, the date of the collision. The witness said:

From the time we first raised the Narragansett's whistle to the time of the collision was from three to fire minutes. She did not alter ber whistles while we were running on a west course. We were about up to a northwest course when we first saw the Narragansett's lights. Captain Nye gave the order to the wheelsonan to had up to northwest. The bow watchman reported the Narragansett's whistle when we first made if.

With the Narragansett one and one-half points off our port bow, and steering cast by northeast, and we steering west, there would have been no collision. We should have probably cleared each other by 300 feet. After we handed to a western course we slowed down, and were running about seven knots, which is about half our ordinary speed. We reversed as soon as we blew three whistles. After the collision. I remained in the pilot-house blowing the relief whistles. The wheelsman remained in the pilot-house with me. After making the Narragansett's whistles we handed up westward, and ran on that course one minufe. The one whistle we were blowing was neither the long fog whistle, nor the one short blast required for passing to the right, but about half way between the two. When running on the west course we heard the whistle sounded it seemed to be almost in the some position as when we first raised it. It was on the west course that we slowed down. Just as soon has word was given to haul her northwest we rang the bell to stop. Between the bell to slow and the bell to stop there was an interval of two seconds. A minute after the two bells were rung to back the capsain, supposing that she was not backing, ordered me to back her, and at the same time shouted the table to the time of the collision was not more than two seconds. If we were running ander a fog-whistle and were answered by two whisties from the other, and were answered by two whisties from the other, and were answered by two whisties from the other, and were answered by two whisties from

WATCHMAN CLANCEY'S EVIDENCE. Michael Clancey, of Stonington, testified that he vas deck watchman on the Narragansett on the night of the collision. There was no other watchman besides

himself. He said:

I was on the hurricane dock and in the saloon and forward cable that night. I think there were extra beds in both cables that night, but could not tell how many. At the time of the collision I was at the starboard after gang war, and had been standing there five minutes. I saw the Stonington not more than 2½ or three minutes before the collision. I could see the hall and the head light, but not the colored lights. Immediately after the collision I went up into the hall and its some of the lights, and then assisted in lowering the houts.

WATCHMAN PHILLIPS'S TESTIMONY. WATCHMAN PHILLIPS'S TESTIMONY.

The next witness was Joseph Phillips, who was a how watchman on the Stonington at the time of the collision, and had held that position for two years. He said:

On the night of the collision I made a steamer about two points off the port bow after leaving Comfield, and reported it to the held house. I then raised the Narragament, which was blowing one whistle. It was about two or three minutes after hearing her first whistle that I saw her lights, one was then bearing a little more off than at first. Afterward she blow two whistles and the Stonington answered promptly with three. At that time the beats were not more than a length apart. When I saw that they were coming together I jumped ou the hurricane deck and then went cack on the forward deck. I then went to the pilothouse, and was ordered by the captain to call the officers, which I did. I then went on the appear deck and not went in her than downing the forward atarboard boat and went in her in obedience to the captain's orters. The boat I was in was manued entirely by pasencyes; none of them were very good oursmen. I and had held that position for two years. He said: ngers; none of them were very good oarsmen. I

At this point an adjournment was taken until Wednesday morning at 10 o'clock. At least three days mo will be occupied in examining the officers and crews of the Narragansett and Stonington and of the City of New-York. After that some of the passengers will probably

# OBITUARY.

THE REV. THOMAS FARRELL.

The Rev. Thomas Farrell, pastor of St. Joseph's Roman Catholic Church, in Sixth-ave., died at the pastoral residence on Monday. He was born in Ireland in 1823, and came to this country when a child. He received his education at Mount St. Mary's College, Emmetsburg, and was ordained priest at Fordham by Emmelsburg, and was ordained priest at Fordham by
the late Archbishop Hughes. While at St. Fatrick's
Cathedral in Mottest, where he was first stationed, it
was his duty to say mass at Mount St. Vincent's Convert, then in Contral Park, every Sunday. City conveyances had not been established, and he was compelled
to walk there every Sunday. He would then proceed to
Blackwell's island to say mass. He was subsequently
nade postor of St. Bridget's and Sr. Mary's churches.
About twenty years ago he was made pastor of St.
Joseph's Church. He was one of the oldest and most
popular priests in the discuse and had a reputation
among them as a superior Latin and Greek scholar.
During the war he took a decided stand in favor of the
Union. The functal services will be held on Friday.
The office of the dead will be chanted at 9:30 a.m., at
the end of which a solemn high mass of requiem will be
sung.

THE REV. SAMUEL NICHOLS. The Rev. Samuel Nichols, who was beliaved to be the oblest living Presbyter of the Protestant Episcopal Caurch in the United States, died at his house at Greenfield Hall, Conn., on Saturday. He was born November 14, 1787, and was graduated at Yale College November 14, 1787, and was graduated at tale College in 1811. With one exception he was the oldest living graduate of that college. When a young man be was associated with the Rev. Virgit Barbour in charge of the school at Fairfield, Herkimer County, New-York, which was then under the patronage of Tribity Church. For many years he was rector of 8t, Matthew's Caurch at Bedford, Westenster County, N.Y. At the recent commencement of Williams College the degree of Doctor of Divinity was conferred upon him.

COUNT LOUIS F. POURTALES. Boston, July 20 .-- Count Louis Francois de Pourtales died yesterday in Beverly, Mass., at the resi dence of his son-in-law, S. B. Schlesinger, the German dence of his son-in-law, S. B. Sentesinger, the German Consul at Boston. Count Pourtales was born in Neuf-chatel March 4, 1823. He was educated as an engineer, and came to this country about the same time as the late Professor Agassiz, whose pupil and fellow-worker he became. After the death of Professor Agassiz he was appointed keeper of the Museum of Comparative Zoology, which position he held at the time of his death.

JAMES BROWN.

CHICAGO, July 20 .- James Brown, general Western passenger agent of the New-York Central Raftroad, died this evening after a lingering illness at his residence. He was widely known among railroad men throughout the country.

THE EARL OF DALHOUSIE. LONDON, July 21 .- The Earl of Dalhousie is dead. His son, Lord Ramsay, member of Parliament for Liverpool, succeeds to the peerage.

E. C. FELLOWS. SAN FRANCISCO, July 20 .- E. C. Fellows, Assistant General Superintendent of the Central Pacific Ratiroad, died this evening at Oakland.

#### THE FIRE RECORD. A DWELLING BURNED IN EAST NEW-YORK.

The house of George Koelsch, at Madisonst, and Atlantic-ave., East New-York, L. I., was burned resterday morning. There was no one in at the time, Mr. Koelsch being in Jamaica. The flames had so far advanced before the Fire Department appeared that nothing was saved. The total loss is estimated at \$4,500. Mr. Koelsch kept a beer shop on the first floor. OTHER FIRES.

PROVIDENCE, R. I., July 20 .- Fire this morning in the upholster shop of James A. Saurle & Co caused a loss of \$1,800; insurance, \$800, in the National of Hartford.

LAKEFIELD, OLL, July 19 .- Fire destroyed the steam saw mill belonging to Ross & Co., of Quebec Loss, \$25,000. The amount of insurance is not asset

UTICA. N. Y., July 19 .- A fire at Central Square, Oswego County, yesterday morning, destroyed Snell's restaurant, A. A. Law's dry goods and grocery store, Wood's hardware store and dwelling-house, and variety store; loss, \$15,000 to \$20,000; insurance FORT FAIRFIELD, Me., July 19 .- A fire at

Caribou this morning destroyed the engine-house, two Carliou this informing destroyed the Seigha-Bouse, two
engines and other property belonging to the New-Brunswick Rallway. Loss \$25,000; insurance unascertained.
DENVER, Col.. July 20.—Follmore, Patterson & Hutton's large storehouse, together with 2,000 bales of hay and 500 loaded freight cars, was burned this morning; loss, from \$5,000 to \$10,000. The fire was incendiary.

DANVILLE, Va., July 20.—The tobacco factory at

Milton, N. C., owned by the estate of George L. Smith and occupied by Hatcher & Stamps, was burned this morning. Loss on stock and machinery, \$16,000; Insurance, \$4,000; no insurance on the building.

#### CALIFORNIA MINING STOCKS.

SAN FRANCISCO, July 20 .- The following are the closing official prices of mining stocks yesterday and to-day. Best and Belcher .. 

#### SAILING FOR FRANCE.

The following persons will sail for France to-day by the steamer France:

Aymar, A
Aymar, Mrs

Aymar, Mrs

Guprhout, Ch de
Aymar, J
Guprhout, Ch de
Bainbridge, Raphaedicamprubt, R
Geltoa, Guillermo
Camprubt, Mrs
Geltoa, Guillermo
Camprubt, Mrs
Geltoa, Guillermo
Camprubt, Mrs
Geltoa, Caulermo
Camprubt, Mrs
Geltoa, Camprubt, Mrs
Geltoa, Camprubt, Mrs
Geltoa, Camprubt, Mrs
Infant
Geltoa, Camprubt, Mrs
Therenia, Mrs
Topping, H S
Portuondo, Mrs
Portuondo, Mrs
Durate, Camprubt, Mrs
Therenia, Mrs
Topping, H S
Portuondo, Mrs
Durate, Camprubt, Mrs
Therenia, Mrs
Topping, H S
Portuondo, Mrs
Portuondo, Mrs
Portuondo, Mrs
Sains, Mr to-day by the steamer France ; Aschemendi, B Thevenia, Mr Mattes, Mrs L W ne Mattes, Mrs L W no Topping, if S Portuondo, R Portuondo, Mrs Portuondo, J F Prruondo, Mrs J F Delac, Mrs S M Balinghurst, B hughes, D M Vedder, Elihu Paisseau, E

LATEST SHIP NEWS.

FOREIGN PORTS. MOVILLE, July 20.-The str Bolivia, from New York for

PASSENGERS ARRIVED. PROM LA mour, Dr W artis, Miss Entwistle, J Whalen, J up, M PROM LIVERPOOL-BY STEAMSHIP WISCONSIN. mid children Hudla, Miss J Crew, Miss C Gull, J Lloyd, Miss M Lloyd, Miss A chlaten Monigomery, J Hull, E Mr and Mrs Webster, J R Haines, Mr No'son, O O Bergstrom, C Servic, M Broadbent, Mrs Little, W U McKean, B Mr and Mrs.
Hough, G and
family
McKenna, J
Allinson, A J
Spuight, Mrs.
Hoberts, J M
Polkington, H
Letener, F
and Mrs. Hopkins, R Woester, W P Holmes, W Verity, Mr M and children Flaherty, Mrs S

FROM HAVRE-BY STEAMSHIP CANADA. spper D istar, Mr aster, Mr Estragulas, Dr Arias, A Schwob, Mr Batty, W H Cadwell, H Cadwell, Mrs Weamerstrom, Mr

THE APOLLINARIS COMPANY IN COURT. THE APOLLINARIS COMPANY IN COURT.

The Philadelphia Times of the 10th of July says: "The Apolinaria Water Company has served an injunction against D. A. Moore, Kurtz & Hilberg, E. Posten, Thomas H. Dulen, Samuel F. Simes and Samuel Comminse, restraining them from the farther manufacture and sale of a spurious article, which has been sold by them for genume Apollinaris Water." Comman have says that sellers as well as manufacturers of spurious articles are equally habe to prosecution and damages, and as the Apolinaris Company will prosecute all persons found suffig or manufacturing counterfeits of Apolinaris Water it is dancerous to keep or sell any but the gentine water, which can easily be distinguished by its trade-mark appearing on its corks and labels.

Asiatic Cholera, Cholera Morbus, Summer are cared at once by Dr. Jane's Carminative Baisani. It allays the irritation and caling the action of the stom-ace, and being plessant to the taste is an acceptable remedy to the youngest in the family.

DIED. BOARDMAN-At Shrewsbury, N.J., Tuesday morning, Lansuale, jr., infant son of Lensuale and Leventia W. Tanscale, jr., infant som of recognition in the Robert State of th

p. m. Burial at Trey, N.Y. CLARK—At Youkers, Monday, July 19, Hull Clark, of this elty, in the Sidh year of his axe, Relatives and friends are invited to attend the funeral services from his lato residence, Wednesday, the 21st inst, at 350 D. In. Carriages will be in waiting on the arrival of the 2:30 train from the Grand Central Depot. Return train, 5:30-CRANE - In this city, July 10, Daniel Crane, in the 83d year of als age. Reintives and friends are respectfully invited to strend the funeral f on Ne. 353 West 21st-st, Wednesday afternoon, at 4 o'clock.

Interment at Catakill Thursday. DE PEYSTER—Suddenty, at Hidson, N. Y., July 19, Beek-man, only child of Beekman and Anna G. de Peyster, aged 22 months. Relatives and friends are invited to attend the funeral services at the residence of his parents, 13d West 13th at., Thurs-day, July 22, at 160 chock.

FARRELL—On Tuesday, the 20th inst., after a long and severe limess, the Rev. Thomas Farrell, passor of the Church FARRELL—In the Rev. Thomas Farrell, paster of the Church severe liness, the Rev. Thomas Farrell, paster of the congression of the congression, are respectfully invited to attend the funeral on Friday, the Eddraw III be chanted at 1830 o'clock. The Solenn High Mass of Requirem at 10330 o'clock. GUILD—Saddeniy, on Sunday, July 18, Lizzle Burton, wife of G. G. Guild.
Fineral at the residence of her sister, Mrs. William Rows, 23 Morrowsk, Brooklyn, on Weinessay, July 21, 44 2 o'clock

GRIGGS-At Passaie, N. J., July 19, 1880, of Bright's disea e. Somand Griggs, in the 68th year of his age.
Relatives and friends of the family are invited to attend
prayers at the house, Main-ave., Passalc, on Wednesday, Jury
21, at 3 cm. 21, at 3 a. m. Tram icaves New York, foog of Chambers-st., at 1:45 p. m. Services and interment at Haprist Church, Holmdel, N. J., on Thursday, July 22, at 1 p. m. Train leaves New York, foot of Liberty-st., at 9 a. m.

Train leaves New York, foot of Liberty-st., at 9 a. m.
LAWRENGE—At East Orange, N. J., July 20, of diphtheria,
Charies Irving, son of Irving G. and Clara Lawrence, aged
4 years and 5 months.
Funcrai private.
STODDARD—Suddenly, at New-Rochelle, at the residence
of her briefler, Dr. E. W. Finch, on Sunday, July 18, Lizzis
A., wite of S. B. Stoddard, of Monticelle, N. Y.
Relatives and friends of the family are respectfully invited to
attend the funcrat on Wednesday, July 21, at 10:30 a. m.,
from the Methodist Episcopal Church, Monticelle, N. Y.

# Special Notices

The foreign mails for the work earlier SATUTOAY. July 24, 1880, will obta at this offee of WEDNESDAY, at 12:20 p. m., for Europe, by steamship Seythia, via queenstownicorrespondence for France must be absorably addressedly, and at 2 p.m., for Furnes direct, by steamship France, was have; on THURSDAY, at 11 a.m., for Europe, by steamship France, was have; on THURSDAY, at 11 a.m., for Europe, by steamship of the second o

Stricture, Impotence and Diseases of the Generative Or sans radically and speedily outed. Hours 8 to 1 and 5 to 7 HENRY A.DANIELS, M.D. 144 Lexington-ave, near 21th at The Barker Marine Safety Signal Company have determined to give a practical Exhibition of two Machines now running in perfect order, which will give a Code of Sighals by Steam Whistle and Fog Trumpet, the course vessels are steering, and have invited the Press, Owners and Captains of Vessels, Officers of Marine Insurance Companies. Board of Underwriters, City Officials and Scientific Gentlemen to be present THURSDAY, JULY 22, Instant, at Major Thomas Morton's office, 63 kilisabeth st. from 10 to 12 m.

THOMAS MORTON, Pres't.

Of Barker Marine Safety Signal Co.

Political Notices.

Political banner hepdquarters. National Campaign lisas